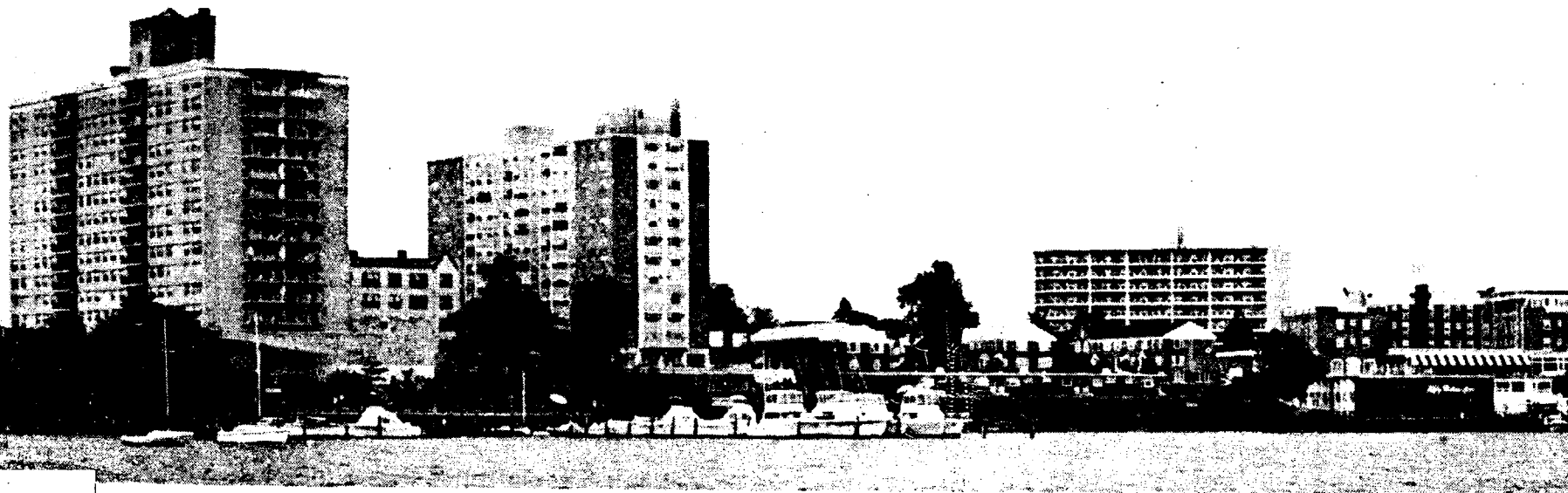


COASTAL ZONE
INFORMATION CENTER



RED BANK WATERFRONT PLAN

HD
266
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T69
1981

N.Y. Coastal Zone Mgmt. Prog.

U. S. DEPARTMENT OF COMMERCE NOAA
COASTAL SERVICES CENTER
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CHARLESTON, SC 29405-2413

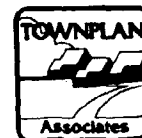
RED BANK WATERFRONT PLAN
FOR
THE BOROUGH OF RED BANK
MONMOUTH COUNTY, NEW JERSEY

Property of CSC Library

Prepared by TOWNPLAN ASSOCIATES

November, 1981

TOWNPLAN ASSOCIATES
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RED BANK, NEW JERSEY
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HD 266.N5 T69 1981
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INTRODUCTION

The purpose of the Red Bank Waterfront Plan is to provide the Borough of Red Bank with a design concept master plan which will serve as a basis for future planning in the waterfront study area. The Waterfront Plan will also help to implement the Coastal Resource and Development Policies (NJAC 7.7E-1.1 et. seq.) which encourage public access to the waterfront, recreational use of the waterfront, mixed use redevelopment and a goal of one waterfront park per municipality.

In order to accomplish these goals, it has been necessary to study the physical characteristics in the project area including geology, soils, water quality, topography, and vegetation; existing patterns of land use and ownership, the present zoning structure, the special areas which have been defined by the New Jersey Coastal Management Program; historic and cultural development of the Borough and its interaction with surrounding communities. These factors help to define the "sense of place" which exists in the Borough and to serve as guidelines for the scale and detail of future development. These studies comprised the first phase of the Waterfront Plan which were submitted to the Borough of Red Bank and the Bureau of Coastal Planning and Development in September, 1981.

The Waterfront Plan which has evolved is based on these background studies and the considerable input which has been received from municipal officials and the private sector in Red Bank. The Waterfront Plan was presented to the public on November 10, 1981 and the present plan reflects the concerns and comments which were expressed at that hearing.

The Waterfront Plan provides long range planning goals and specific site design recommendations for key areas along the Red Bank waterfront. Due to the nature of the existing development in the project area, the Waterfront Plan is intended to provide flexible guidelines for the realization of future development which will respond to the public need for access to the waterfront and enhance the recreational potential of the Red Bank waterfront for future generations.

This report was prepared under contract with the New Jersey Department of Environmental Protection, Division of Coastal Resources, Bureau of Coastal Planning and Development with the financial assistance of the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, Office of Coastal Zone Management, under the provisions of the Federal Coastal Zone Management Act, P.L. 92-583, as amended.

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PLANNING AREA

Red Bank is located in northern Monmouth County, New Jersey, approximately 30 miles south of New York City. Its central location on the southern shores of the Navesink River and easy accessibility by public transportation and automobile have helped to make Red Bank a center for shopping, financial institutions, and service-type business in Monmouth County.

The Borough has developed at urban densities and despite its small size (1.8 square miles) and 1980 population of 12,847, exhibits a vitality usually associated with larger cities. Being almost completely developed, new development in Red Bank will take the form of redevelopment of existing properties. This is especially true of the Red Bank waterfront.

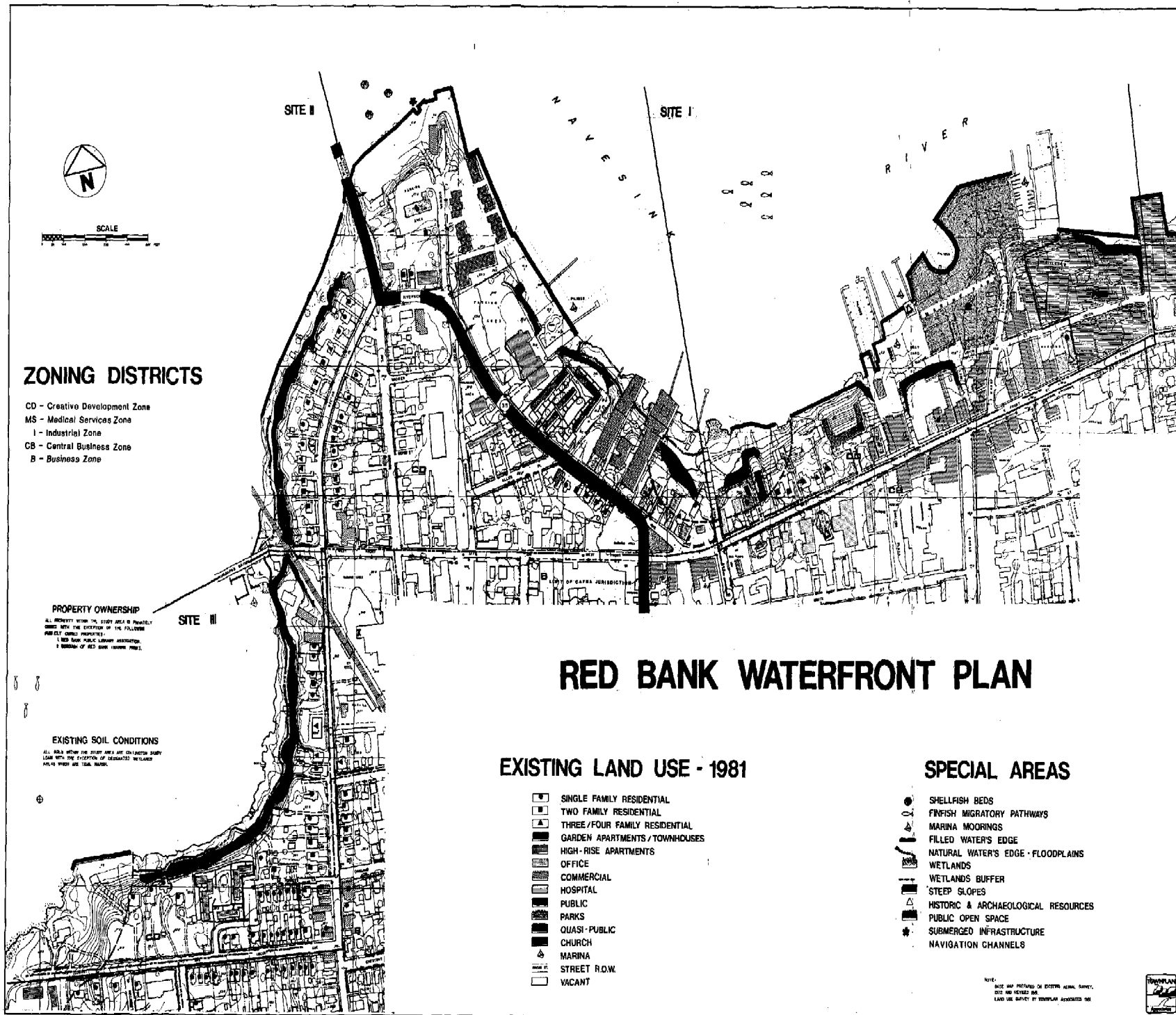
The Red Bank waterfront planning area is located along the Navesink River, which forms the northern boundary of the project area starting from Locust Avenue and continuing in a northeasterly direction to Washington Street. It is bounded on the east by Shrewsbury Avenue and Rector Place and on the south by Riverside Avenue and East Front Street. The land use within the project area is a mix of residential, commercial, professional office uses as delineated on the Existing Land Use Map.

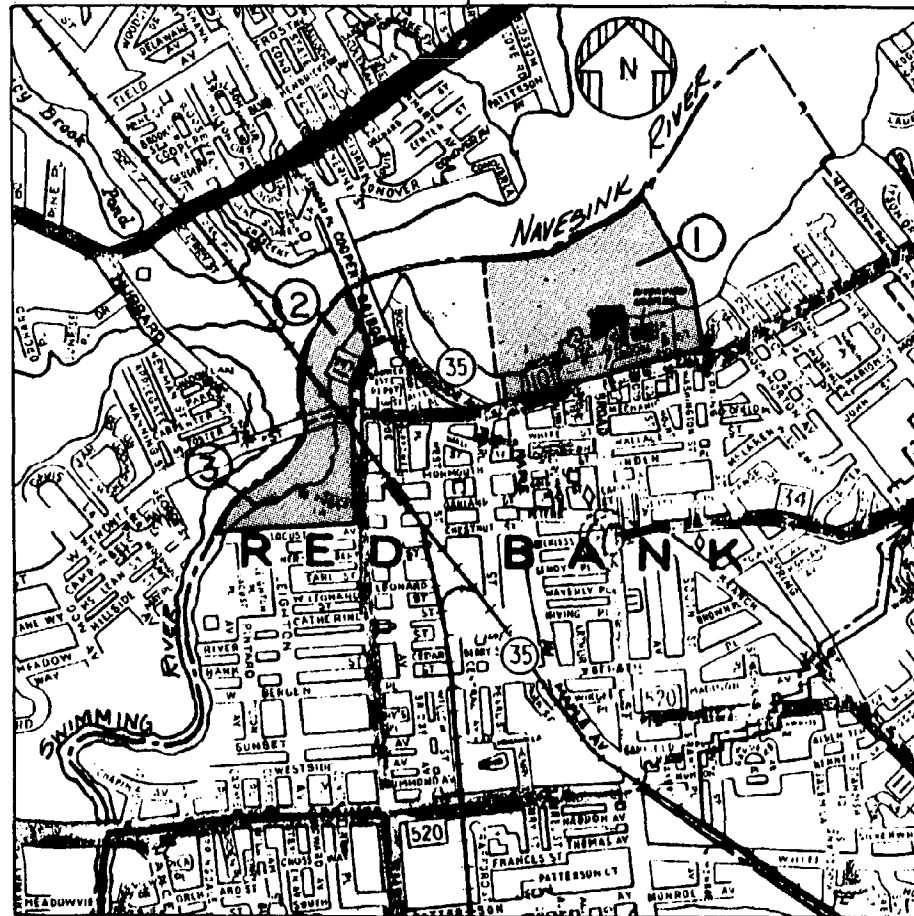
The study area has been divided into three project sites. Site I is located in the eastern section of the planning area. It starts at Washington Street and continues west to Maple Avenue and is bounded on the south by East Front Street. It is located directly adjacent to the central business district. The land uses are primarily a mix of commercial and professional offices. Riverview Hospital is located in the eastern portion of Site I next to Marine Park. This park provides the only public access to the waterfront in the planning area. A very limited Borough owned boat launch area at the foot of Washington Avenue provides the only other publicly owned access area on the waterfront.

Site II is located along the waterfront between the Route 35 Bridge and Hubbard's Bridge (West Front Street). Land use is residential with the exception of a service station on Route 35. Since all of the property is in private ownership, there is no public access to the waterfront.

Site III starts at Hubbard's Bridge and continues in a southwesterly direction to Locust Avenue. Residential use is interspersed with commercial uses in this area. Private ownership precludes public access to the waterfront in Site III as it does in the entire planning area with the exception of Marine Park and Washington Avenue.

The intensity of development in the planning area blocks visual access to the waterfront in most places. The Marine Park area and sections of Riverside Avenue provide the only views of the waterfront.





0 500 1000 2000 3000 4000
SCALE IN FEET

RED BANK WATERFRONT PLANNING AREA

LOCATION MAP

PAST PLANNING PROPOSALS

Historically, planning proposals for Red Bank have recognized the potential resource of Red Bank's proximity to the Navesink River, but many of these proposals were not economically feasible and made no attempt to guarantee substantial public access to the waterfront. As far back as 1931, the Red Bank Master Plan included a proposal for a large waterfront park but even then, Red Bank had developed at such a density that in order to obtain land for park construction, large amounts of fill would have been required. The 1963 Master Plan went a step further in recognizing the neglected resource of the waterfront area, but there was no mention of providing public access or ensuring visual access to the waterfront. The 1978 Master Plan recognized the lack of visual access to the River and proposed opening up the view from Broad Street to the Navesink River.

In 1979, most of the study area for the Red Bank Waterfront Plan was designated a Creative Development Zone. The purpose of this zone is to - "recognize the problems, difficulties and present physical constraints of the mixed use development" adjoining West Front Street, Riverside Avenue, Rector Place, a portion of Shrewsbury Avenue and Locust Avenue. In terms of land use, it is a very permissive district where creative design and development of each individual site will be required in order to complement and adequately address existing constraints in the area, and preserve the integrity and vista of existing development along the River.

The future growth and development of land use types must respect the present overloaded traffic network, the sensitivities of the Navesink River and its shoreline, and the mixed pattern of land uses throughout the zone. Such design techniques as acceleration-deceleration lanes, circular drives, increased curb radii, large setbacks from the River, two and one-half story height limitations, etc., shall be encouraged and required where possible".

This zoning provides the flexibility to respond to the existing constraints of the area but makes no provision for ensuring public access to the waterfront.

Building heights are limited to 2½ stories in the Creative Development Zone, and the adjoining Central Business Zone provides for a maximum height of 6 stories. If allowable building heights are increased in the adjoining zone districts, it is recommended that a system of graduated building heights from the waterfront be incorporated in order to assure visual access to the waterfront.

Since the entire waterfront planning area with the exception of Marine Park is in private ownership and has developed at urban densities thus preventing both physical and visual access to the waterfront, it is recommended that future development proposals for waterfront properties be required to:

1. Provide or facilitate public access to the waterfront.
2. Provide a twenty foot (20') easement along the waterfront (where space permits and as land becomes available) which can be utilized for a pedestrian/bike path.
3. Provide view sheds to the Navesink River.

Future development in the planning area will be of a mixed use and implementation of the planning goals would help open up the Red Bank waterfront to the public and strengthen the inherent "sense of place" which is one of Red Bank's primary assets.

WATERFRONT PLAN

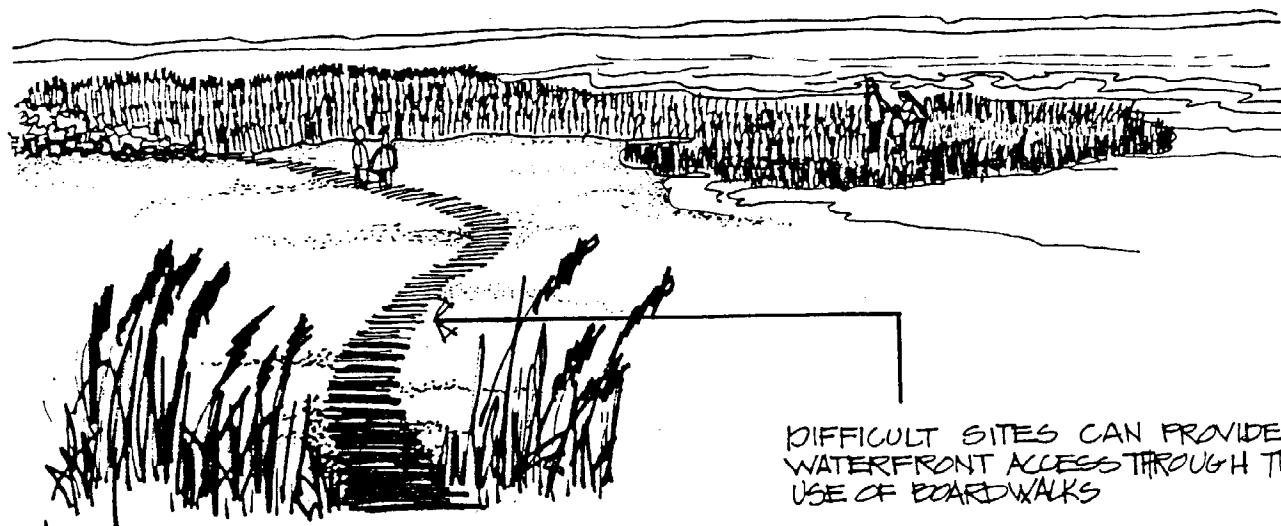
The Red Bank Waterfront Plan is intended to provide a design concept plan for the Red Bank waterfront, to enhance Red Bank's physical link to the Navesink River and to realize the potential resource of the waterfront in future development and redevelopment of the Borough. The plan incorporates long-range planning goals and site specific design recommendations based upon the unique physical and environmental characteristics of the project area which are delineated on the Special Areas Map as well as the overall needs of the residents of Red Bank. The waterfront plan provides flexible design goals responsive to creative proposals for existing and future development in the waterfront area and incorporates disparate planning studies which have been conducted in the waterfront area into a Concept Design Master Plan.

Waterfront Access: A major long-range goal of the master plan is the complete linkage of the planning area through the provision of a pedestrian/bike path along the waterfront as delineated on the Red Bank Waterfront Plan Map. In order to accomplish this, it is recommended that future development proposals for waterfront properties require a 20' easement for public access and that the Borough investigate the potential of pursuing a program to acquire access along developed properties from Route 35 to Marine Park.

The physical implementation of this proposal does not present problems in most sites which have been bulkheaded. But, in sites with difficult access due to wet terrain or space limitations, alternate means of access can be provided through:

1. Floating walkways or boardwalks.
2. Cantilevered walkways from existing bulkheads.
3. Obtaining future easements during site plan review at the time of redevelopment of existing properties.
4. Provision of walks only where width restricts easements.

DIFFICULT SITE ACCESS



DIFFICULT SITES CAN PROVIDE
WATERFRONT ACCESS THROUGH THE
USE OF BOARDWALKS

As property becomes available, it is recommended that access easements be acquired at key points along the waterfront providing nodes along the path for picnicking and viewing water-based activities. It is also recommended that any vegetation which is disturbed through implementation of this proposal be reestablished using native species where feasible.

Site 1: Site 1 of the waterfront planning area is directly adjacent to the central business district. It is bounded on the east by Washington Street, on the west by Maple Avenue and on the south by East Front Street. Broad Street, the center of the Borough business district, terminates at East Front Street.

Count Basie Square: The Red Bank Waterfront Plan endorses the plans proposed by the Red Bank Planning Board for "Count Basie Square" which recommends removal of several buildings at the foot of Broad Street to provide visual and physical access to Marine Park and the Navesink River. This study considered three plans which involved increasing intensities of development. The recommended plan entailed the development of a multi-level pedestrian plaza with redevelopment of the remaining retail businesses to incorporate several boutiques accessible from the plaza. This plan was supported since it was considered the most feasible in terms of the scope of improvements, the modest investment required by the public sector, and the strong, positive, secondary economic impact on the central business district. The site plan and cost estimates as presented in the Count Basic Square report are included in the appendix.

Soils in this area of Red Bank have been classified as urban by the Freehold Soil Conservation Service. Therefore, slight environmental sensitivity exists for development of this type.

Navesink River Gateway Plaza: An alternate proposal is recommended as part of the Red Bank Waterfront Plan for the Broad Street area which expands and builds upon the concepts proposed by the Count Basie Square study. It entails the redevelopment of the entire block at the foot of Broad Street bounded by Union Street on the north, Boat Club Court on the west, Oakley Lane on the east, and West Front Street on the south as a hotel/recreational complex serving as a gateway to the Navesink, both visually and physically. For the development of Red Bank's central business district, it would provide

an "anchor" on the north end of Broad Street as the financial district does on the south end.

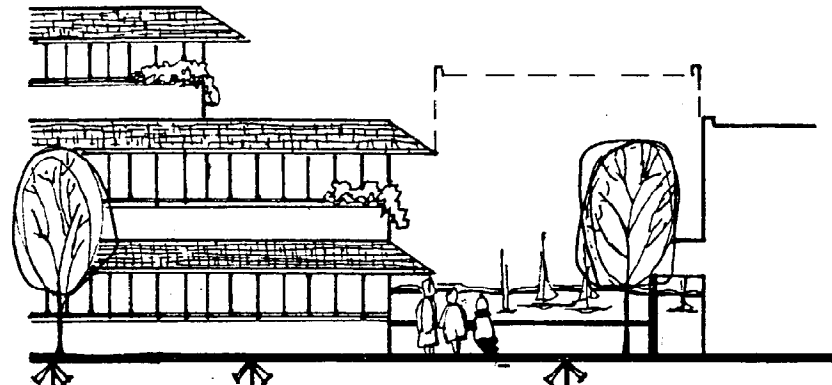
The site as it presently exists, is rectangular in shape, approximately 280' wide by 265' deep. From West Front Street, the site is fairly level for approximately 220' and then slopes down to Union Street. There is approximately a 27 foot grade change. The proposed development would require site design which is sensitive to the existing constraints.

The proposal would incorporate a multi-level pedestrian plaza surrounded by a hotel complex with shops and restaurants accessible from the plaza. Structures would be oriented perpendicular to Broad Street creating view corridors of the waterfront from Broad Street and East Front Street. New buildings would be architecturally compatible with existing Victorian era structures in scale and detail. Parking would be provided at the lower levels beneath the structures and plaza site access would be facilitated through side street improvements. This proposal is compatible with the existing zoning which permits hotels in the Creative Development Zone and is compatible with the Borough Master Plan.

The Gateway Plaza concept is recommended since it would require considerably more investment from the private sector than the plan recommended in the Count Basie Square study making it an eligible project for an Urban Development Action Grant. Potential funding also exists from the Green Acres Program for acquisition and development of the public portions of the Count Basie Square section of the plan including related concession buildings.

It is also felt that this proposal would have a larger appeal to private investors due to the greater return that would be realized from their investment and also the potential for a more positive impact on the Borough.

The implementation of this plan would have a positive economic impact on the Borough through a considerable increase in tax revenues, jobs, and park space. There would also be the positive effect this project would have on neighboring property values, attracting shoppers to the area, stimulating retail trade and creating the incentive for other businesses to improve their image.

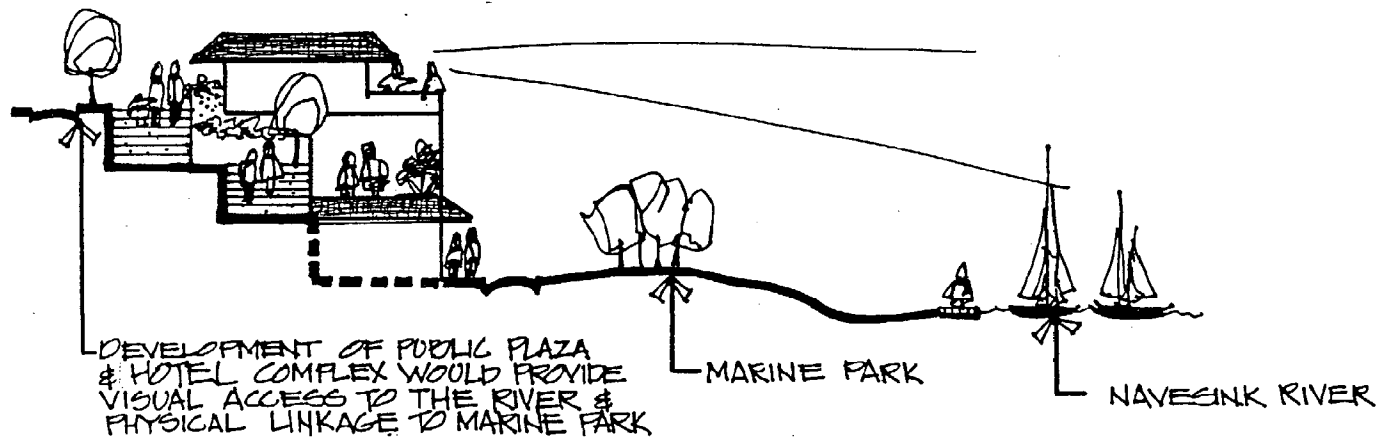


OPEN UP VIEW FROM BROAD ST.

ORIENT BUILDINGS PERPENDICULAR
TO BROAD STREET TO CREATE
VIEW CORRIDORS

NEW STRUCTURES TO BE
COMPATIBLE WITH EXISTING
VICTORIAN STRUCTURES IN
SCALE AND DETAIL.

VISUAL ACCESS FROM BROAD STREET



PHYSICAL LINKAGE TO MARINE PARK

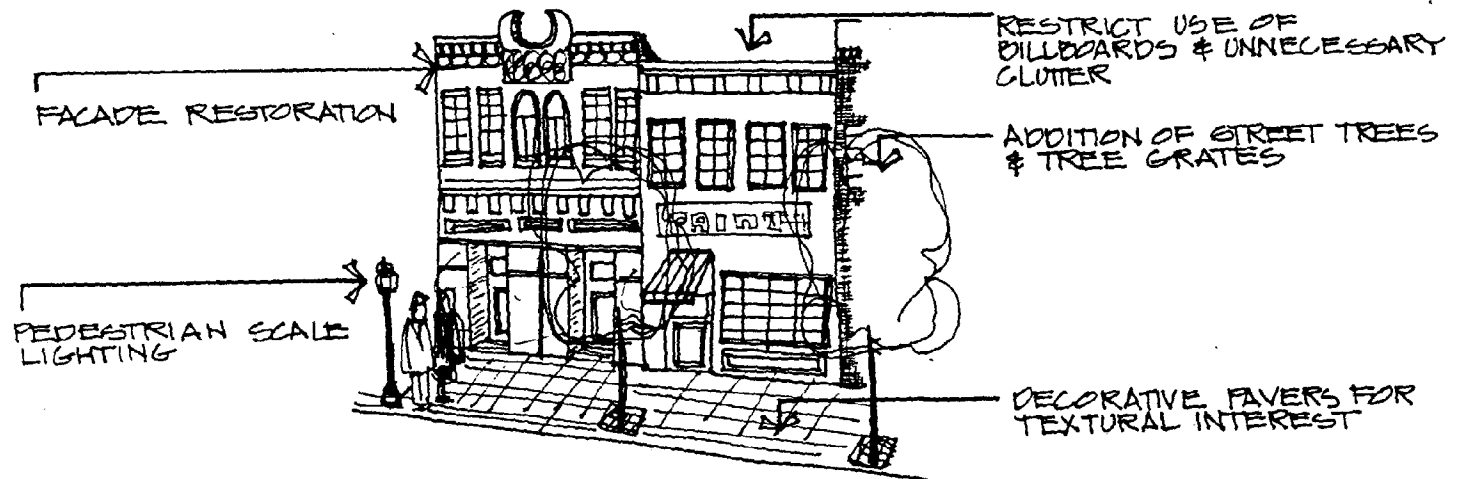
Streetscape Revitalization: To complement the Navesink River Gateway Plaza proposal, a systematic program of streetscape revitalization is recommended in the Site I Study Area. It should be noted that many facets of the following recommendations have been implemented on an individual basis. Specific recommendations include:

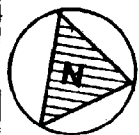
1. The restoration of store facades.
2. Signage on a scale in keeping with existing building size and detail.
3. Pedestrian scale lighting.
4. Addition of street trees and tree grates.
5. Incorporation of decorative pavers at sidewalk level for textural interest.
6. Restrict the use of billboards.
7. Elimination of unnecessary clutter at roof lines.

Low interest improvement loans would be available to local businessmen through a revolving fund financed through a Borough Urban Development Action Grant (UDAG) which is presently being utilized to finance an office building on the site of the former sewer plant. The revenues which will be realized from this loan will then in turn be available to local businesses at low interest rates for facade rehabilitation.

Maple Avenue Boat Ramp: A small public boat ramp is presently located in Red Bank at the foot of Washington Street adjacent to Riverview Hospital. In April, 1980, a study was funded by the Hospital to determine the feasibility of relocating the public boat ramp to Maple Avenue in connection with the expansion of the Hospital. The study determined that the project was feasible and that the Maple Avenue location was suitable for such a facility.

STREETSCAPE RECOMMENDATIONS





MAPLE AVENUE (ROUTE 35)

WEST

FRONT

STREET

BRASSCRETE* PAVERS

TRAILER PARKING

Pavement

SEATING & PICNIC AREA

TIMBER DECKING

FLOATING DOCK

GABION BULKHEAD WITH
TIMBER FENDER

BOAT RAMP

ALTERNATE
POSSIBLE EXPANSION OF PARKING
LOT FOR LIBRARY PARKING ONLY

RIVER

SHREWSBURY

NORTH

MAPLE AVENUE BOAT FACILITY

0 10 25 50 100
APPROX. SCALE IN FEET



Even though access to the Washington Street boat ramp will be maintained after the Hospital expansion in 1982, the location of a public boat ramp at Maple Avenue is recommended in the waterfront plan. It is felt that the lack of parking, trailer space and public amenities at Washington Street make Maple Avenue a more feasible site and will add to the public's enjoyment of the waterfront.

The Waterfront Plan provides for a boat launching ramp, new bulkheading, parking for 25 cars as well as six spaces for boat trailer parking. Implementation of this section of the Plan will necessitate the removal of approximately 4,000 square feet of isolated wetlands vegetation. It is recommended that this section of wetlands be relocated to the area of the waterfront west of Washington Street in front of the Riverview Hospital expansion as delineated on the Waterfront Plan Map.

The proposed bulkheading and boat ramp would be constructed of gabions (stoned filled baskets) and the lower section of the parking area would be constructed of grass filled pavers to keep runoff to a minimum.

Extensive landscaping would be provided for screening and shade including walkways, benches, and picnic tables. The plan also provides water fountains and hose bibs to facilitate boat owners in washing down their crafts upon removal from the water. It is recommended that the Borough pursue Green Acres funding for acquisition and development. The Borough's share of the funding (50%) could be recovered from the revenues derived from the operation of the UDAG funded Globe Court Parking Garage. A detailed cost estimate for this project is included in the Appendix.

At the request of the Army Corps of Engineers, an alternate plan has been prepared in which a boardwalk spans the wetlands placing the floating dock approximately 100' out into the Navesink River. This alternate plan would be quite costly as can be noted from the plan and cost estimate included in the appendix.

Site II: Site II is bounded by Route 35 on the north, Rector Place on the east and West Front Street on the south. The property in this site is primarily residential, and entirely in private ownership. Much of the waterfront in this site is bulkheaded. As redevelopment takes place, it is recommended that easements for public access be required. Also, that property be acquired which would allow sufficient space for picnicking and a waterfront overview on this site.

Site III: Site III is bounded by West Front Street on the north, Shrewsbury Avenue on the east and Locust Avenue on the south. Development in this area is a mix of residential and commercial uses with a small marina located south of Hubbard's Bridge. A small portion of the waterfront is bulkheaded. It is primarily marshy with a small isolated area of designated wetlands located at the southwestern end of the site. As in the previous areas of the study, it is recommended that as property is redeveloped, access easements be required. Due to the marshy terrain, implementation of a pedestrian bike path can be accomplished through the use of boardwalks in difficult sites and location of the path to higher elevations where possible.

COASTAL RESOURCE AND
DEVELOPMENT POLICIES

In developing the Red Bank Waterfront Plan, design concepts suitable for riverine areas were reviewed and analyzed. The Waterfront Plan incorporates design recommendations based upon or compatible with the Coastal Resource and Development Policies of the Department of Environmental Protection regarding the use and development of coastal resources. These policies are used primarily by the Division of Coastal Resources in reviewing permit applications under the Coastal Area Facility Review Act (CAFRA), N.J.S.A. 13:19-1 et. seq. All of Borough east of Route 35 including much of the project planning area is included within the C.A.F.R.A. jurisdiction. The policies are also used to review permit applications under the Wetlands Act, N.J.S.A. 13:1A-1 et. seq. and Waterfront Development Law N.J.S.A. 12:5-3 and provide a basis for recommendations by the development of the Tidelands Resource Council on applications for tidelands grants, leases, or licenses.

Water Quality: According to the N.J.D.E.P., Division of Water Resources, the water quality of the Navesink River is rated "TW-1" downstream of the dam in the Swimming River which makes it suitable for swimming, fishing, and primary recreation use.

The N.J.D.E.P., Division of Water Resources provided water quality data for several locations along the Navesink River. However, only one location had data recorded for five years. Other locations had one or two years data at most and some of it is several years old. Additional data would be necessary for these locations in order to analyze trends at all locations.

The five years of data which was provided for Swimming River at a location near Red Bank, was analyzed. It was found that there are no changes in trends in the parameters listed, except for a large increase in the amount of dissolved solids from November 29, 1977 through May 22, 1979. Whether this is a trend or not could not be determined because of different methods of measurement as noted on the following chart. Otherwise, the quality of water in Swimming River has remained stable for the study period and the five year sampling shows no apparent trend.

The NJDEP, Bureau of Shellfish Control monitors water quality for shellfishing in the State. The Bureau prohibits shellfish harvesting upstream of a point near Red Bank. Downstream of this point is a special restricted area for shellfish harvesting.

In general, the Swimming River data for water quality parameters show no trends and comply with acceptable standards for the TW-1 waters.

Special Areas: Development proposals in the Red Bank waterfront plan were carefully evaluated in terms of environmental sensitivity of the Special Areas which exist within the planning area as defined by the Coastal Resource & Development Policies. No proposals have been made which would adversely affect these areas. Special Areas which exist within the Red Bank waterfront planning area are noted below in accordance with the New Jersey Coastal Management Plan reference number.

<u>Coastal Mgmt.</u> <u>Plan Reference</u>	<u>Special Area</u>
7:7E-3.2	Shellfish Beds
7:7E-3.5	Finfish Migratory Pathways
7:7E-3.7	Navigational Channels
7:7E-3.10	Marina Moorings
7:7E-3.12	Submerged Infrastructure Routes
7:7E-3.17	Filled Water's Edge
7:7E-3.19	Natural Water's Edge - Floodplains
7:7E-3.26	Wetlands
7:7E-3.27	Wetlands Buffer
7:7E-3.33	Steep Slopes
7:7E-3.35	Historic and Archeological Resources
7:7E-3.39	Public Open Space

Shellfish Beds (3.2)
Finfish Migratory
Pathways (3.5)

The plan makes no proposals which would interfere with the natural functioning of shellfish beds or finfish migratory pathways in the project area or that would lead to the contamination or deterioration of the water quality.

Navigational Channel (3.7)

Marina Moorings (3.10)

Based upon the acceptable water quality in the planning area, recreational use of the waterfront is endorsed for boating and fishing as expressed in the policies on navigational channels and marina moorings. The maintenance dredging of the channel is recommended since it has been filling in with accumulate sediment in recent years. The Bureau of Coastal Engineering stated that the Navesink River is slated for maintenance dredging dependent upon the location of suitable sites for dredge spoil disposal.

Filled Water's Edge
(3.17)

Sections of the filled water's edge in the planning area have been designated for a pedestrian/bike path providing public access along the waterfront. This is an acceptable use since it will provide the public with access to water based activities in the planning area.

Natural Water's Edge
Floodplain (3.19)

The proposed site for the relocation of the public boat ramp at Maple Avenue is located within the floodplain. Since the use is "water dependent" and has no feasible alternate site, the proposal is consistent with the policy for Natural Water's Edge - Floodplain.

Wetlands (3.26)

The proposed relocation of the public boat ramp to Maple Avenue which is an area containing designated wetlands meets the following conditions required by the D.E.P. for such development:

1. Water access is a central purpose of the proposed development.
2. There is no feasible alternate site which, due to the patterns of land use and ownership, is the situation in Red Bank.
3. No impairment of natural tidal circulation will occur as a result of the implementation of this proposal.

A fourth condition requires that there be no impairment of the natural vegetation of the wetlands. Since this project would require the removal of

approximately 3,000 square feet of wetlands, it is proposed that these wetlands be reestablished on the waterfront site to the west of Washington Street in front of the new addition to Riverview Hospital. This will ensure that there will be no loss in area of wetlands in the Red Bank waterfront.

Vegetation (8.9)

Proposed development will preserve, to the maximum extent practicable, existing vegetation within development sites. All development will plant new vegetation, particularly appropriate native coastal species in areas where it is practical.

Public Access to the
Shorefront (8.13)

The Red Bank Waterfront Design Concept Master Plan delineates a pedestrian/bike path along the waterfront containing perpendicular and linear access to the waterfront to the maximum extent practicable. It also provides planning strategies for the acquisition of public access easements along the waterfront as properties in the area redevelop and recommends a system of requiring graduating building heights from the waterfront to ensure visual access.

Buffers & Compatibility
of Uses (8.15)

The proposed relocation of the boat ramp to Maple Avenue would be adjacent to residential properties. There is a minimum distance of 120' between the parking area and the closest residential structure. In order to avoid any conflicts, the plan provides for screening in the form of a hedge combined with shade trees. Since the residences are at a higher elevation and this facility would primarily be used in warmer months when the shade trees are in leaf it is felt that this will provide sufficient screening.

Neighborhood and Special
Communities (8.18)

The Design Concept Master Plan contains proposals for the implementation of a pedestrian/bike path and a program of streetscape revitalization. It is felt that these measures would enhance the physical coherence of the waterfront planning area.

Required Development Permits

Waterfront Development Permit from the Department of Environmental Protection, will be required under the Waterfront Development Law (NJSA 12:5-3), for implementation of the relocation of the public boat ramp which will require the construction of a boat ramp, dock and bulkhead.

Tidelands Grant, Lease or License must be received from the Tidelands Resource Council before a waterfront development permit may be issued.

CAFRA Permit will be required for the location, design and construction of the hotel complex if more than 300 parking spaces are developed.

Wetlands Permit from the DEP will be required under the Wetlands Act of 1970- (N.J.S.A. 13:9A-1 et seq.) to regulate any activities within designated coastal wetlands which would include the implementation of the Maple Avenue Boat Ramp.

Stream Encroachment & Flood Hazards Permit will be required for any structure or alteration within the 100 year floodplain.

U. S. Coast Guard will require a permit for any development which will affect navigable waters.

Monmouth County and/or Borough of Red Bank Street Opening Permit(s) for any development fronting upon and affecting County or municipal roadways in connection with the development of the hotel complex.

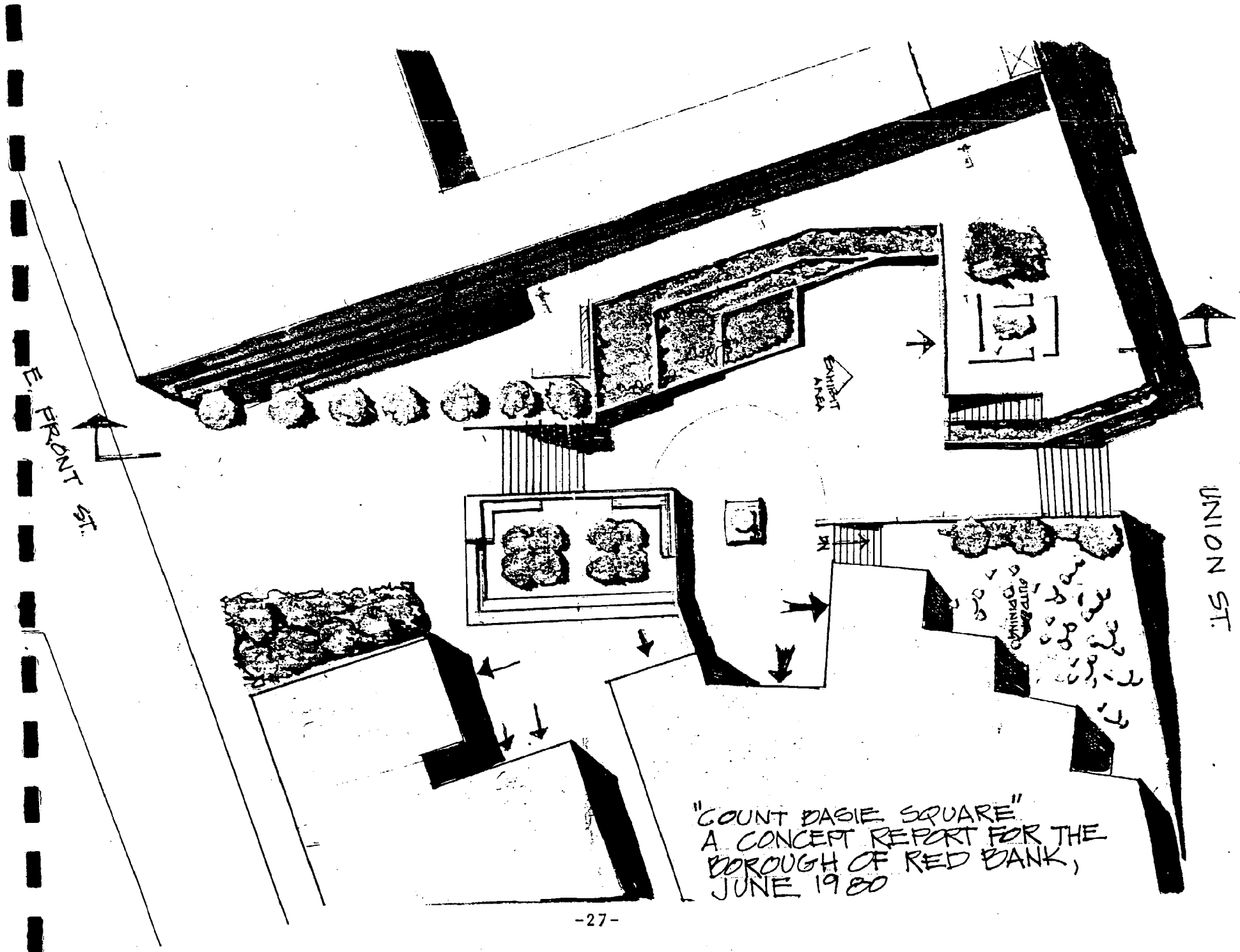
Site plan review may be required by the following agencies:

Borough of Red Bank Planning Board; Monmouth County Planning Board; New Jersey Department of Environmental Protection, Division of Coastal Resources; for implementation of the Maple Avenue Boat Ramp, the hotel complex, and public plaza and sections of the pedestrian/bike path.

APPENDIX

WATER QUALITY
FOR
NAVESINK RIVER
RED BANK, NEW JERSEY

<u>Parameter</u>	<u>Average Value</u>
Dissolved Oxygen	8 to 9 mg/l
BOD	1 to 2 mg/l
pH	7
Total Nitrogen	2 mg/l
Phosphorus or PO_4	.1 to .2 mg/l
Arsenic	.001 mg/l
Fecal Coliform	50 to 100 ml
Dissolved Solids:	
08/20/75	.15 tons/day
11/29/77 - 05/22/79	20 tons/day
05/22/79 - present	100 mg/l
Mercury	.0004 mg/l



"COUNT BASIE SQUARE"
A CONCEPT REPORT FOR THE
BOROUGH OF RED BANK,
JUNE 1980

COUNT BASIE SQUARE

COST ESTIMATE - 1980*

PHASE I - PARK SITE IMPROVEMENTS		
DEMOLITION	\$ 10,000.00	
GENERAL CONSTRUCTION (SITE IMPROVEMENTS)	258,000.00	
SITE UTILITIES (WATER, LIGHTS, DRAINAGE)	110,000.00	
LANDSCAPING AND RELATED FEATURES	35,000.00	
CONTINGENCIES, PROFESSIONAL FEES	<u>87,000.00</u>	
SUB-TOTAL		\$500,000.00
PHASE II - DEVELOPMENT OF NEW RETAIL SPACE (TO BE FURTHER COMPLETED BY TENANT)		
GENERAL CONSTRUCTION	\$280,000.00	
CONTINGENCIES, PROFESSIONAL FEES	<u>50,000.00</u>	
SUB-TOTAL		\$330,000.00
PHASE III - IMPROVEMENT OF OPEN SPACE (PRIVATE) ADJOINING PARK		
GENERAL CONSTRUCTION OF RETAINING WALLS AND PAVED AREAS	\$ 36,450.00	
LANDSCAPING FEATURES	13,200.00	
CONTINGENCIES, PROFESSIONAL FEES	<u>7,500.00</u>	
SUB-TOTAL		57,150.00
PHASE IV - OWNER IMPROVEMENTS TO EXISTING STRUCTURE ON WESTERN PROPERTY		
GENERAL CONSTRUCTION	\$125,000.00	
CONTINGENCIES, PROFESSIONAL FEES	<u>20,000.00</u>	
SUB-TOTAL		\$ 145,000.00
TOTAL		\$1,032,150.00

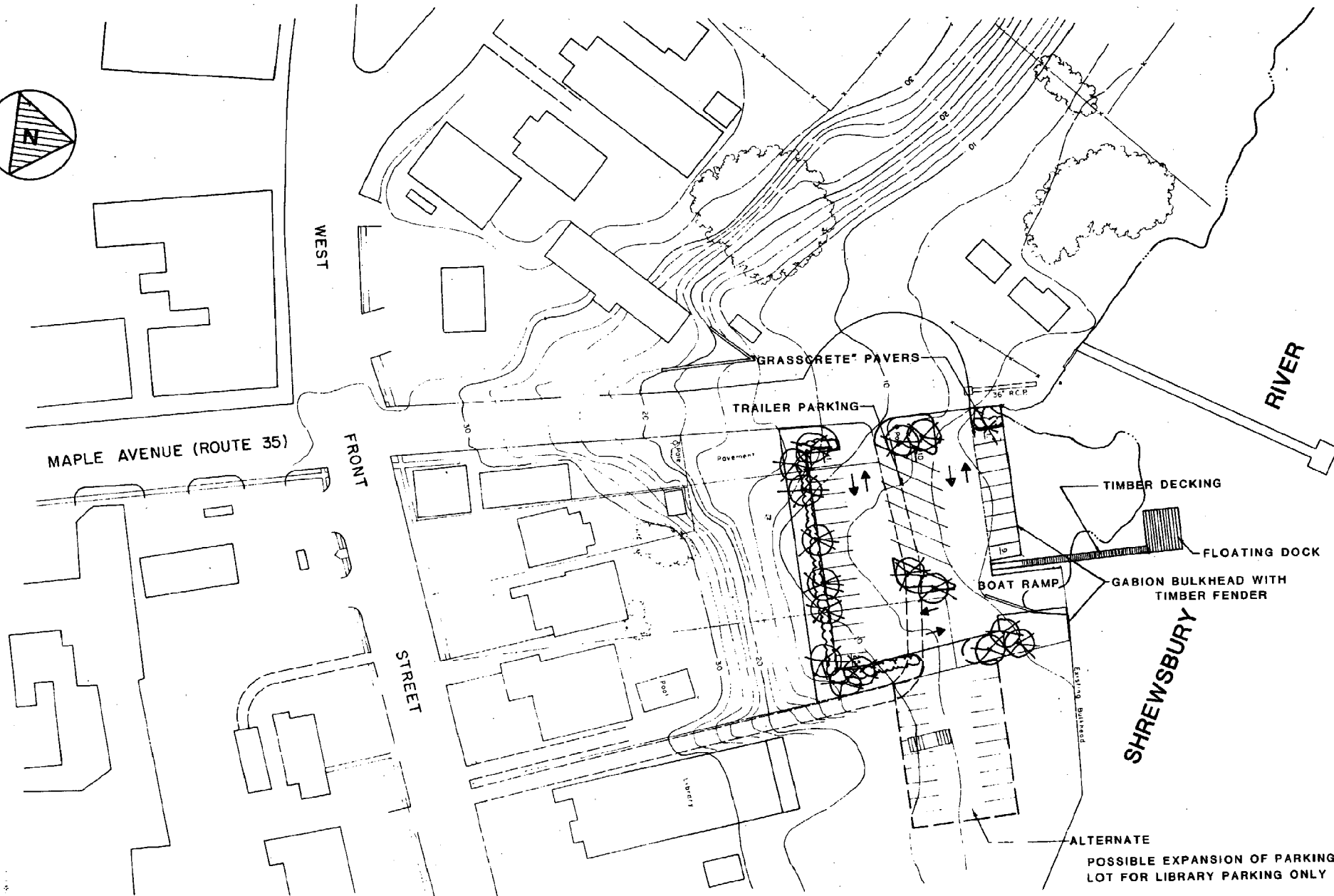
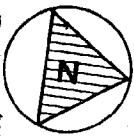
*SOURCE: COUNT BASIE SQUARE, A CONCEPT REPORT FOR
THE BOROUGH OF RED BANK, JUNE 1980

MAPLE AVENUE BOAT FACILITY

COST ESTIMATE

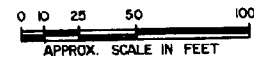
CLEARING SITE	\$ 10,000.00	
EXCAVATION & DREDGING	25,000.00	- \$ 55,000.00*
FILL MATERIAL	20,000.00	
PAVEMENT	14,400.00	
'GRASSCRETE' PAVERS	1,600.00	
CONCRETE CURBING	7,000.00	
WALKS	6,000.00	
GABION BULKHEAD	85,000.00	
GABION BOAT RAMP	30,000.00	
LANDSCAPING	25,000.00	
LIGHTING	20,000.00	
FENCING	8,000.00	
WATER FOUNTAIN & MAIN EXTENSION	12,000.00	
FLOATING DOCK	15,000.00	
RELOCATING WETLANDS	<u>5,000.00</u>	
	\$284,000.00	- \$314,000.00
FIFTEEN PERCENT (15%) CONTINGENCY	42,000.00	- 47,000.00
PROPERTY ACQUISITION	35,000.00	- 75,000.00
SURVEY, ENGINEERING, LEGAL		
ACCOUNTING, ADVERTISING, ETC.	<u>44,000.00</u>	- <u>49,000.00</u>
TOTAL	\$405,000.00	\$485,000.00

* COST DEPENDENT UPON THE EXTENT OF NECESSARY DREDGING.



MAPLE AVENUE BOAT FACILITY ALTERNATE

NORTH



MAPLE AVENUE BOAT FACILITY-ALTERNATE

COST ESTIMATE

CLEARING SITE	\$ 10,000.00	
EXCAVATION & DREDGING	25,000.00	- \$ 55,000.00*
FILL MATERIAL	20,000.00	
PAVEMENT	14,400.00	
'GRASSCRETE' PAVERS	1,600.00	
CONCRETE CURBING	7,000.00	
WALKS	6,000.00	
GABION BULKHEAD	85,000.00	
GABION BOAT RAMP	30,000.00	
LANDSCAPING	25,000.00	
LIGHTING	20,000.00	
FENCING	8,000.00	
WATER FOUNTAIN & MAIN EXTENSION	12,000.00	
FLOATING DOCK	15,000.00	
BOARDWALK	10,000.00	
	<u>289,000.00</u>	- 319,000.00
FIFTEEN PERCENT (15%) CONTINGENCY	44,000.00	- 48,000.00
PROPERTY ACQUISITION	35,000.00	- 75,000.00
SURVEY, ENGINEERING, LEGAL		
ACCOUNTING, ADVERTISING, ETC.	<u>46,000.00</u>	- <u>51,000.00</u>
TOTAL	\$414,000.00	- \$493,000.00

* COST DEPENDENT UPON THE EXTENT OF NECESSARY DREDGING.

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